



Parking Requirements and Reductions

Item Type: Recommendation

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Today's Presentation

- ❖ Follow up to February 7th , March 28th and May 23rd presentations
- ❖ Five proposals were presented to the Board:
 - ? Non-Tysons Transit Station Areas Parking Rates
 - ✓ Administrative Approval of Shared Parking
 - ✓ Eliminate Reductions for Proffered Transportation Demand Management Programs (TDMs)
 - ✓ Add a General Parking Reduction Category
 - ✓ Develop Submission Requirements for Reductions

Today's Presentation

- ❖ Focuses on the office and commercial components of the non-Tyson's Transit Station Areas (TSAs) parking proposal
- ❖ Does the Board support moving forward with the proposal for reduced base rates for office and commercial development in the non-Tyson's TSAs?

Drivers of the Proposal

Fairfax First Initiative

- ❖ Review and Revise Codes and Ordinances

Strategic Plan to Facilitate the Economic Success of Fairfax County

- ❖ Provide regulatory flexibility, including for parking, to help fill vacant retail and other spaces expeditiously and to incentivize users to locate in these spaces

Non-Tyson's TSA Parking Proposal

Primary Objective

- ❖ Eliminate the need for reductions that have been routinely approved in the past.
- ❖ Eliminate the time and effort expended by the Board on these routine reductions.

The Proposal

- ❖ Lower Zoning Ordinance parking rates for uses near non-Tyson's metro stations so that reductions are not required.

Non-Tyson's TSA Parking Proposal

- ❖ Unlike Tyson's, there is no maximum parking limit.
- ❖ Proposed office rates are consistent with the recommended office rates in the Comprehensive Plan for the Reston TSA.
- ❖ Other non-Tyson's TSAs do not have recommended office rates in the Comprehensive Plan.
- ❖ Keeps current reduction provisions which could be used for lower rates subject to Board approval.

Overview of Non-Tyson's TSA Parking Proposal

❖ OFFICE:

Proposed office rates vary with distance from Metro stations.

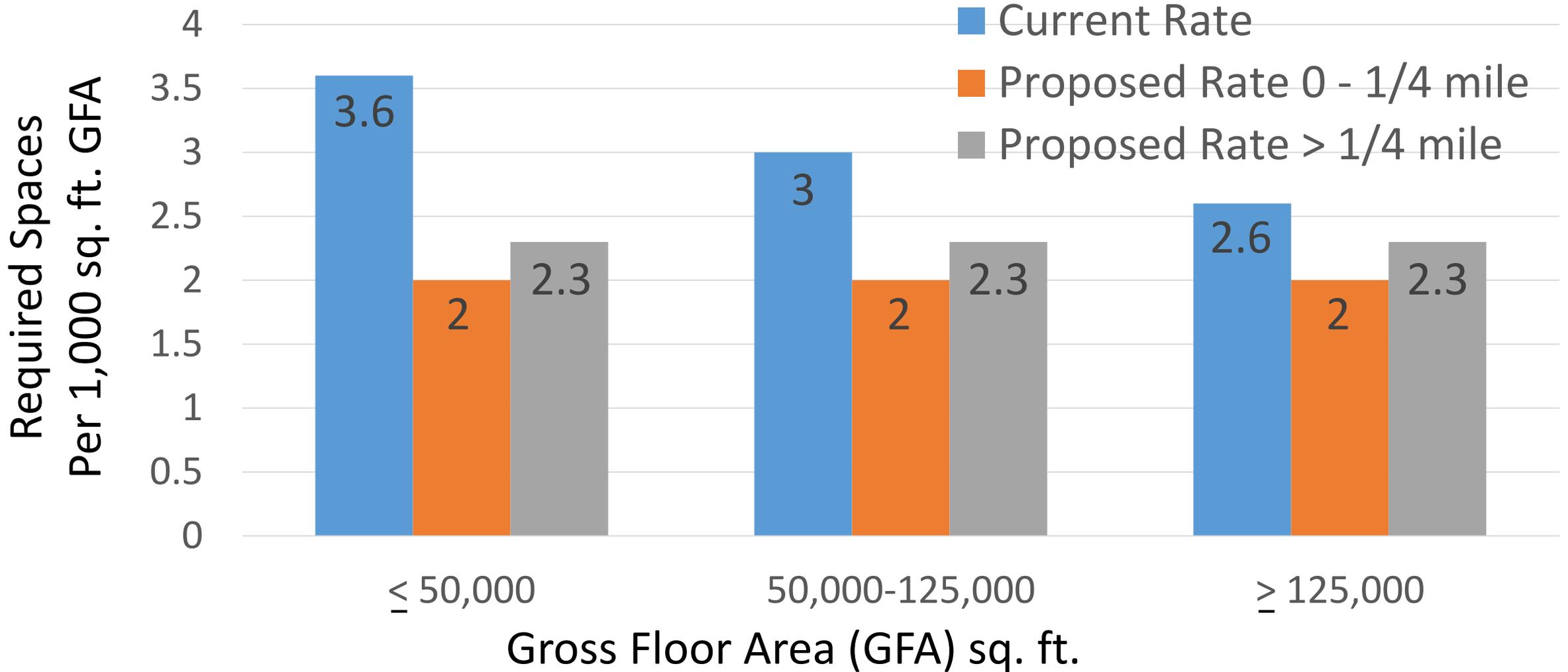
<u>Distance</u>	<u>Proposed Rate per 1,000 sq. ft. GFA*</u>
0 - 1/4 mile	2.0
> 1/4 mile	2.3

Current office rates vary with GFA.

<u>GFA (sq. ft.)</u>	<u>Existing Rate per 1,000 sq. ft. GFA</u>
≤ 50,000	3.6
> 50,000 - <125, 000	3.0
≥ 125, 000	2.6

- ❖ **COMMERCIAL:** Proposed rates for commercial uses (excluding eating establishments) would be 80% of current rates

Proposed Office Rates Based on GFA and Distance from a Metro Station

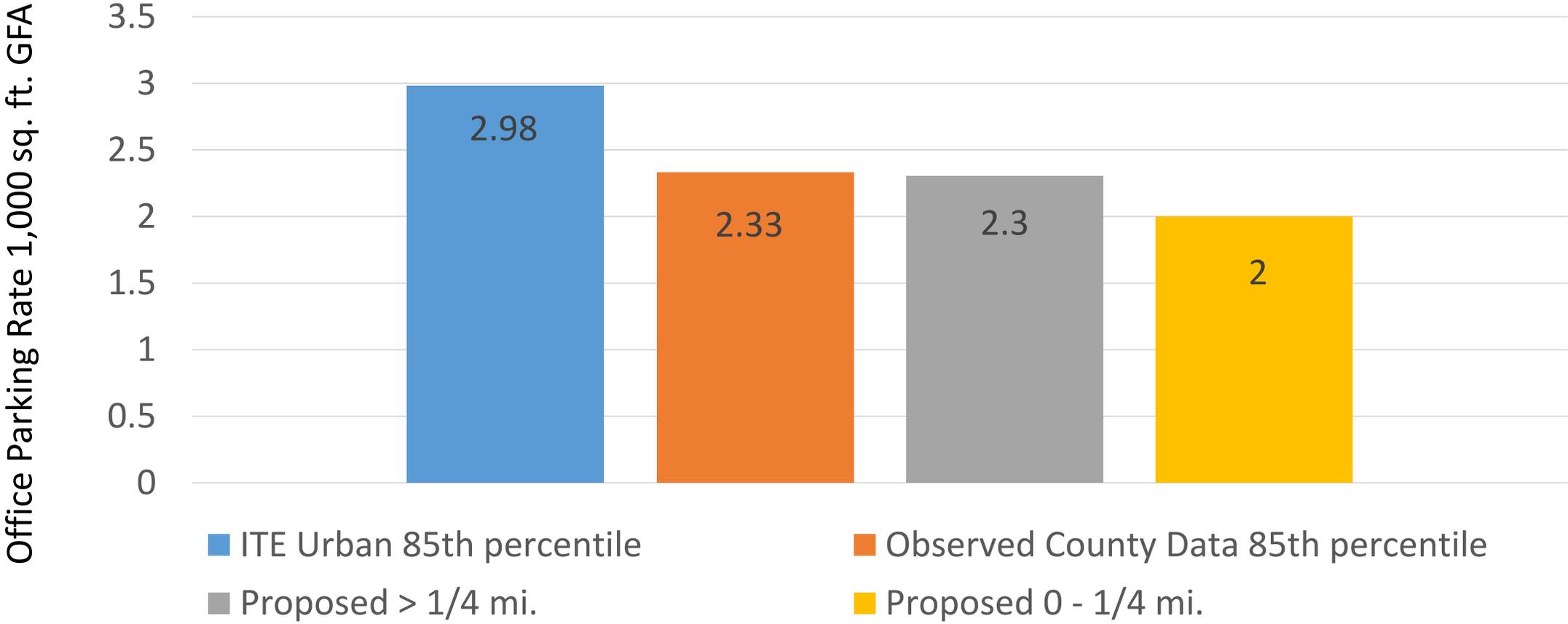


Parking Study of 10 Office Buildings

Observed Parking Data Used to Test the Proposed Office Rates

- ❖ Parking data was collected at 10 office sites located in Merrifield, Tysons, Reston, Herndon and Fair Oaks in 2008-2009 prior to construction of the Silver Line.
- ❖ Average parking demand was 1.64 spaces/1,000 SF with an **85th percentile value of 2.33.**

Comparing Observed Parking Data and Proposed Rates with ITE Values

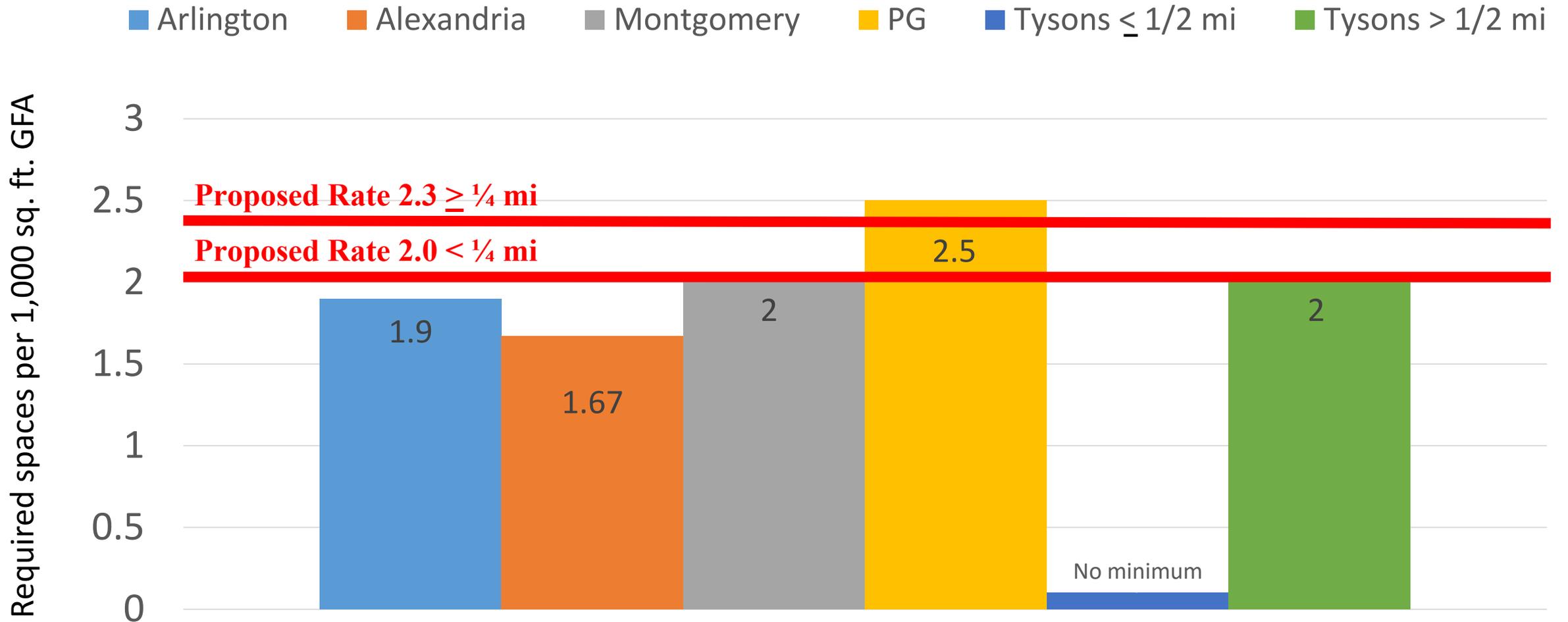


Board Approved Reductions at 2 Office Sites

<u>Sites</u>	<u>GFA (sq.ft.)</u>	<u>Approved Reduction Rate/1,000 sq. ft. GFA</u>
Prosperity Metro Plaza	382,280	1.9
Commerce Metro Center		
Building 1	227,516	2.6
Building 2	375,000	2.1

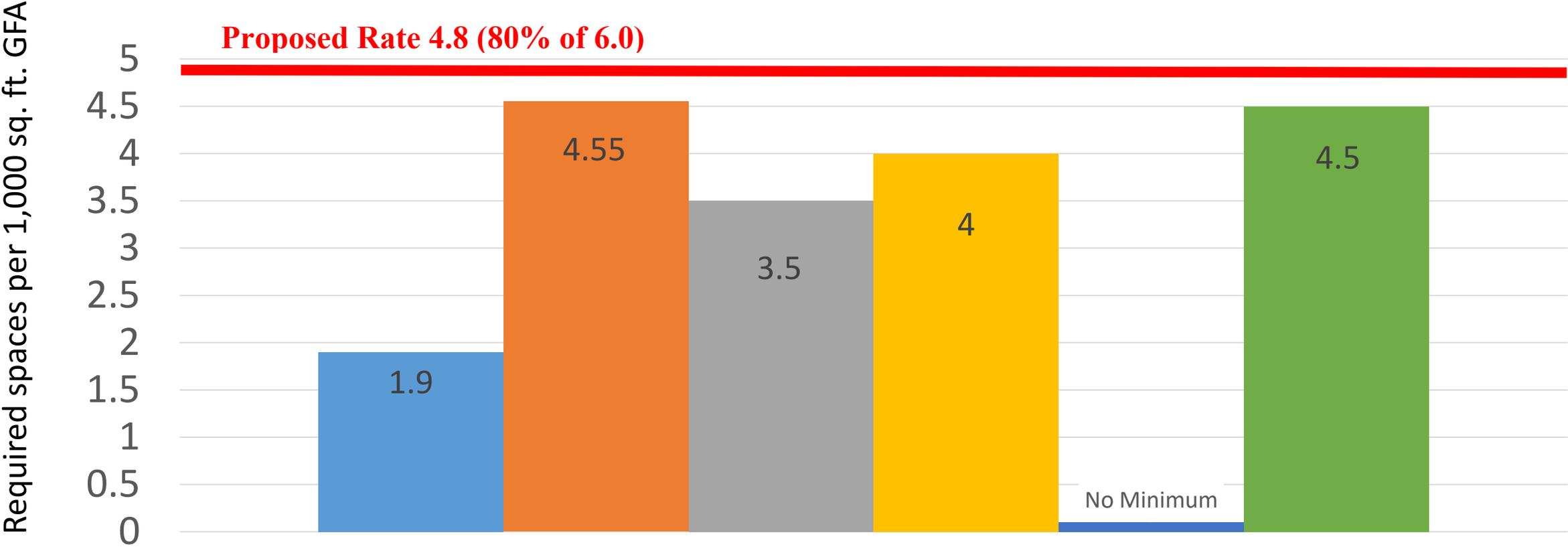
- Both sites are within ¼ mile of a Metro station.
- The proposed rate is 2.0.

Office Rates Compared to Neighboring Jurisdictions and Tysons



Retail Rates Compared to Neighboring Jurisdictions and Tysons

■ Arlington ■ Alexandria ■ Montgomery County ■ PG ■ Tysons ≤ 1/2 mi ■ Tysons > 1/2 mi



Direction Needed from Board

- ❖ Does the Board support moving forward with the reduced base rates for office uses in the non-Tyson TSAs?

<u>Distance from Metro</u>	<u>Proposed Rate per 1,000 sq. ft. GFA</u>
0 - 1/4 mile	2.0
> 1/4 mile	2.3

- ❖ Does the Board support moving forward with an 80% reduction in base rates for commercial uses (excluding eating establishments) in the non-Tyson TSAs?